

**THE SINCERE CO. LTD**  
CANTON HONGKONG SHANGHAI SINGAPORE









## Hughes & Hough

ADVERTISERS TO THE GOVERNMENT

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

PROPRIETORS  
"To-Kwa-Wan" Coal Storage.

Office used  
Bentley's  
A. & C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"HUGHES & HOUGH" HONGKONG.

## PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,  
(FOR ACCOUNT OF THE CONCERNED),  
ON

### FRIDAY,

April 1, 1921, at 10.30 a.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Lee House Street.

A small Consignment of  
**CHOCOLATE, &c.**  
to be sold in lots to suit buyers.  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, March 22, 1921.

THE Undersigned have received instructions from Mrs. SARGES, to sell by Public Auction,  
on

### SATURDAY,

April 2, 1921, commencing at 10 a.m.,  
at Craigieburn, the Peak.

A QUANTITY OF  
Valuable Household Furniture,  
&c., &c., &c.

including:—  
A large quantity of Superior Black-  
wood Furniture and Curios.  
(Full Particulars from Catalogue).  
One view Friday, 2 p.m.  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, March 24, 1921.

(FOR ACCOUNT OF THE CONCERNED),  
on

### TUESDAY,

April 5, 1921, commencing at 2.30 p.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Lee House Street.

TEAKWOOD AND BLACKWOOD FURNI-  
TURE, BRASS AND TEAKWOOD TWIN  
BEDSTEADS, CARPETS, &c., &c., &c.

comprising:—  
Dining Suites, Mirror back Side-  
board, Dining Table, Chairs, &c.,  
(Lace, Crawford make), Chesterfield  
Sofas, Arm-chairs (new), Card  
and Occasional Tables. One  
Upholstered Suite, Bedroom Furniture  
comprising Teakwood Twin Bedsteads,  
large and small Wardrobes,  
Dressing Tables and Chairs, Wash-  
stands, &c., (Junoed Teakwood), Side-  
board, Dinner Wagon, Extension Din-  
ing Tables and Chairs, &c., Dinner  
service, Crockery, and Glass Ware,  
Cooking Stoves, Cutlery, &c., Bath  
Room Utensils, Electric-Plated Ware,  
Electric Reading Lamps, Screens,  
Sundry blackwood Furniture, Side  
Tables, Chairs, Cabinets, Pictures, &c.  
Also  
One Auto Piano with about 60 rolls  
in good condition.  
(Full Particulars from Catalogue).  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, March 23, 1921.

(FOR ACCOUNT OF THE CONCERNED),  
on

### TUESDAY,

April 5, 1921, commencing at 2.30 p.m.,  
at their Sales Rooms, No. 8,  
Des Vaux Road, Corner of  
Lee House Street.

AN ASSORTMENT OF  
Household Linens, &c.,  
comprising:—  
Pillow Cases, Fine quality Blankets,  
White Sain Quilts, Bed Valances,  
Damask Table Cloths, Turkish Towels,  
Bath Towels, Bath Sheets, Double Bed  
Sheets, Drawnwork Bedspreads, Table  
Covers, Crochet and Drawnwork Doilies,  
Linen Damask Serviettes,  
Also  
A few lots of Bellow Valises and  
Suit Cases.  
And  
Three Pair Biscoulers, &c.  
(Full Particulars from Catalogue).  
Terms:—Cash.

HUGHES & HOUGH,  
Auctioneers.

Hongkong, March 24, 1921.

## WANT ADVERTISEMENTS

36 WORDS 2 INSERTIONS, \$1. PREPAID.  
Each additional word 4 Cents for 3 insertions.

### TO LET.

COMMODIOUS OFFICE in Alexan-  
dra Buildings, immediate posses-  
sion. Apply to—LAWRENCE & DAVIS,  
Alexandra Bldg.

### WANTED.

WANTED, immediately, Furnished  
Room and Board, for one gentle-  
man. Must be first class. Box No. 1274,  
c/o "China Mail."

### TO LET.

TO LET.—From 1st April, HOUSE  
in No. 10, Nathan Road and No.  
4, Rose Terrace, Kowloon. Apply to  
TONG WAH BUILDING AGENCY, No. 43,  
Queen's Road, East.

TO LET.—IMMEDIATE OCCUPA-  
TION.—A FEW THREE ROOM-  
ED EUROPEAN FLATS IN "ORIENT  
BUILDINGS," CORONATION ROAD,  
KOWLOON. MODERATE RENTAL.  
Apply J. CLARK CLARK, Architect and  
Surveyor, 14, Queen's Road, Central.

## INTIMATIONS

### IN THE SUPREME COURT OF HONGKONG.

BANKRUPTCY No. 29 of 1920.

A FIRST and FINAL DIVIDEND  
in the matter of The WING LOOKS  
Firm adjudicated bankrupt on the 8th  
day of January, 1921.

Creditors who have not proved their  
debts by the 31st day of May, 1921,  
will be excluded.

Dated this 16th day of March, 1921.

H. PERCY SMITH, F.C.A.

Trustee.

### REPULSE BAY HOTEL.

### CABARET DINNER DANCE.

SATURDAY, 2nd April.

### SIGNOR ANTONIO MOLINARI

The Milanese Tenor

Assisted by

SIGNORA MOLINARI

Soprano

GEMS FROM POPULAR MASTER-  
PIECES SUNG

IN ITALIAN AND ENGLISH.

SUNDAY AFTERNOON,  
SEMI-SACRED CONCERT.

### PEAK CLUB.

NOTICE TO MEMBERS & SUBSCRIBERS:—

### VARIETY ENTERTAINMENT

on

THURSDAY, April 7th, at 9.15 p.m.

### "THE PHARIES"

of H. M. S. "TITANIA"

Tickets \$3.00 each to be obtained  
from the No. 1 Box.

Proceeds after small deduction to  
the "Pharies" Fund to be given to the  
SEAMEN'S INSTITUTE.

### NEXT SUBSCRIPTION DANCE

on

SATURDAY NEXT, 2nd April,

at 9.15 p.m.

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### S.S. "EURANA"

From Baltimore, Md. Sept. 21, 1920

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## DRAMATIST'S FALL.

### STRANGE MUMMIE CASE.

"AN OUTRAGE ON GENIUS."

George Kaiser, who was sentenced  
at Munich to a year's imprisonment  
for embezzlement, boasted in court  
that his case would live in the history  
of the world's literature as one of  
the most monstrous outrages on  
poets of genius. That is probably  
an over-estimate of his importance  
to humanity, but the case is certainly  
a very remarkable one, and a pre-  
cedent for it would not be easy to  
find.

Kaiser, who is forty-three, began  
to write in 1912, but it was only  
after the war that his plays struck the  
public fancy. Then, however, he at  
once took a place in the first rank of  
modern German dramatists. At the  
time of his arrest he was supervising  
the rehearsals of his play, "Europa,"  
at the Reinhardt's Grosse Schauspiel-  
haus. One of the leading German  
cinematograph companies had just  
offered him 300,000 marks for the  
production of his dramas on the film  
and a further 250,000 were expected  
to accrue from the sale of the Ameri-  
can rights. During 1920 he had  
received 200,000 marks in royalties.  
He had been played in England and  
Esthonia, negotiations were in pro-  
gress for the production of his works  
in France and Italy, and perform-  
ances in Scandinavia were only  
cancelled in consequence of his  
arrest. In these circumstances the  
news that Kaiser and his wife were  
charged with theft and embezzlement  
naturally was received with a good  
deal of incredulity in literary and  
dramatic circles.

However, it soon became known  
that there was no dispute about the  
facts. Head over ears in debt, and  
utterly incapable of managing money,  
he had sold for the first offer  
Persian carpets, pictures, bronzes,  
and books from furnished villas  
which he had rented from personal  
friends and admirers. He had done  
the same with jewellery entrusted to  
him for safe keeping by his wife's  
most intimate friend during the  
Spartacist rule in Munich. His wife,  
after opposing for some time her  
husband's methods of making both  
ends meet, had gone one better than  
he, and actually pilfered a diamond  
brooch from the travelling bag of  
another of her friends. She was  
sentenced to four months' imprison-  
ment. The total value of the articles  
misappropriated by the pair was  
about 150,000 marks, but the amount  
realised by them was a mere trifle in  
comparison.

### AMAZING DEFENCE.

The picture of the Kaisers' domes-  
tic life unveiled by the evidence is  
certainly among the strangest in the  
chiroscuro of literary existences.  
They paid 15,000 marks yearly for  
one of the villas which they rented  
and kept a manservant, but for weeks  
at a time they and their three young  
children lived in this magnificent  
exclusively on bread and water.  
Apparently it was not disputed that  
every time they appropriated some-  
thing which did not belong to them,  
they were absolutely without re-  
sources for absolutely necessary food.  
They were scrupulously punctual, and  
the only people to suffer from their  
degradations were their personal  
friends. There can be no doubt that  
Kaiser sincerely intended to make  
good the losses he had caused, and  
but for the opposition of one of the  
sufferers the case would never have  
come before the courts.

Kaiser's defence, if it may be called  
so, was also very remarkable as the  
first attempt in a court to openly  
plead the Nietzsche ethics of super-  
man as overriding both normal human  
morality and legal prescription. Ac-  
cording to his view, his importance  
to humanity is so great that it is  
wrong to apply to him any ordinary  
standards of right and wrong. He  
described himself as "one of the  
most remarkable authors of all  
time," who had "opened up to the  
German language fresh possibilities  
like those which had resulted  
from Luther's translation of the  
Bible." His arrest he called a  
"national calamity," on account of  
which all flags should have been  
flown at half-mast. To the Judge  
of Instruction he remarked: "You  
can do with me what you like, but I  
shall always remain glorious." He  
told the bench that the owners of  
the stolen property should have been  
grateful to him for having given  
them the opportunity to facilitate his  
literary production. When the pre-  
siding judge remarked that it was  
his wife's duty to have restrained  
him from breaking the law, he  
replied: "My wife had the infinitely  
more important duty to stick to  
me."

At one point in the proceedings he  
rose to the following flight of mega-  
lomania: "I must be allowed to  
slaughter my own children if that is  
necessary to enable me to teach the  
world some lesson that is slumbering  
within me. I must be allowed to  
believe my Demon, for we are not  
children of this time; we stand out-  
side society. I am an exception to  
which the law has no application. I  
am a god above all laws and all  
justice. Duty to myself was the first  
duty. Morally I have not done  
wrong, for duty to myself was higher  
than duty to the law."



BURNETT'S  
CELEBRATED

LONDON

GIN.

DRY &amp; OLD TOM.

Price per case of 1 dozen \$29.00  
including duty.

Sole Agents and Importers.

A. S. WATSON &amp; CO., LTD.

WINE AND SPIRIT MERCHANTS.

Phone 616.

Wm. **Powell** Ltd.  
TELEPHONE 346

ZAMBRENE AND AJAX

LIGHT WEIGHT  
RUBBERLESS RAINCOATSFOR  
LADIES.

CRAVENETTE RAIN-CAPIES.

WITH AND WITHOUT HOOD  
IN ALL SIZESFOR  
CHILDREN.

## CAR OWNERS.

Prolong the life of your Car by keeping it in condition. Inspection monthly by an Expert Motor Engineer will cut your Repair Bill down and save you Expense, Time, Trouble and Annoyance.

For particulars apply to

E. MOW FUNG,

F. W. D. Automotive Service Department,  
60, Des Voeux Road Central.

## The China Mail.

TRUTH, JUSTICE, PUBLIC SERVICE.

HONGKONG, THURSDAY, MARCH 31, 1921.

## THE DEVIL.

"The devil—one who fags for another, one who does the work while another gets the name and most of the money."

Poor devil! Necessity drives him to toil and sweat, while other and less able men fatten on his brains. He does all the work, while the great often all the work, while the great man merely scribbles his signature to the specification. In literature, he writes the books, which are published with other men's names on the title pages. In the law, he works up the cases, searching and researching, for a principal who collars most of the swag. In business—well, in business it is to be presumed that Hongkong knows something about him. Is there no office here in which some unnamed hero, who figures at no shareholders' meetings, to whom are passed no votes of thanks, whose salary is far less than that of his ornamental taipan, and whose hours are longer, works like a human mule, under the ground, away from the sunshine of public recognition? Let us hope not, if we are sanguine enough, and have the check. It will mean, if there is none such, that Hongkong is very different from most places.

Have you ever laughed at the little clown in the circus, who, when the "strong man" has done his wonderful stunt in the ring, comes forward, and bows, and takes the applause? The strong man, the circus grimy, or gives the irreverent clown a good-humoured cuff. The clown, the fag, cannot do that. We sometimes speculate as to what his feelings must be, when his particular clown is bowing in the highest arena, while he mops his brow behind the band-wagon.

Are they bitter? Or humorously resigned? Or patiently tolerant? Who knows? They cannot register indifference. That is most unlikely, because not in human nature.

Yet because we hear no complaints, we must not conclude that the fag, the devil, is satisfied with the crooked deal that fate has given him. Perhaps he endures in the hope that some day his turn will come, when he can drive his car to the office at eleven, and get away to golf after lunch, and on occasions stand on his legs in the spotlight and tell an admiring world what he thinks, in phraseology prepared for him by a subordinate, and take credit for the excellent results shown by his department, and be a figure. That would account for the silent way in which he does his indispensable work, just as it accounts for the wonderful patience of the poorer Chinese, every one of whom looks forward to a chance of becoming his own master.

"Still achieving, still pursuing," we know that the unseen fag, the dumb devil, must have been behind most of the works we hear applauded, and we take off our hat to him in spirit. Some cottage homes have brass "fire-irons," the poker of which is never used, it shines in the fender, for a show, while there is a steel poker, shortened and pointed by much use, which is humorously referred to as "the curette," because it does all the work, and gets none of the plate powder. It is also, as you see, a symbol of the hero of this article, this obscure but accomplished man, the Fag, the Devil.

## A LIFE SAVER.

It is safe to say that Chamberlain's Colic, and Diarrhoea Remedy has saved the lives of more people and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

## LOCAL AND GENERAL.

Three fatal cases of smallpox Chinese, and one non-fatal case of diphtheria, Indian, were reported yesterday.

The R. A. Association are holding a standing concert in the R. A. Theatre, Victoria Barracks at 9 p.m., on 9th April.

All past and present members of the Royal Artillery are cordially invited.

The following approaching weddings are announced: Capt. J. S. Sloper R.A.M.C., of Singapore, to Miss K. L. Pruett, 12a, the Peak; Mr. F. L. Silva, of the Eastern Extension Telegraph Company, to Miss N. M. Barrett (Kowloon).

In aid of Dr. Barnardo's Homes a small sale will be held on Friday, April 1 at the Helena May Institute. Contributions towards the sale, of needlework or of saleable articles of any description, will be gratefully received, at the Institute by Mrs. H. E. Pollock.

Mr. Freer of St. George's Hotel, Kennedy Road, has reported to the police that between 4 and 5 p.m., yesterday he was walking in town when a Chinese jostled him. He at first took no notice of the incident, thinking it was an accident, but later when he looked for his gold watch and chain valued at £10, they were gone!

A schoolboy living in the New Territories reports that about 1.15 p.m., yesterday while he was walking along a footpath near the railway lines on his way to school, when between the second and third railway bridges, he was accosted by two men. One of them held him while the other went through his pockets and stole \$7 in notes. Then pushing him down, the desperado ran up the hillside and escaped.

With the departure for Home today, on retirement, of the Hon. Mr. John Johnstone, the head of Messrs. Jardine, Matheson &amp; Co., the Far East loses one of its best known business men and keenest sportsmen. Mr. Johnstone, who has been twenty years in the Far East, has sat on the Municipal Council of Shanghai and the Legislative Council of Hongkong. Mr. and Mrs. Johnstone left by the "Empress of Asia" this morning.

The following weddings are announced to take place shortly: Sanitary Inspector Sidney Easdale, to Miss Alice Riddell, en route from England by the s.s. "Nagoya"; Mr. Frank Cyril Neville, Building Inspector, P.W.D., to Miss Hilda May Cooper, en route from England by the s.s. "Awa Maru"; Mr. Gerald Hay Ruxton, of the C.M.C., Shanghai, to Miss Mores D'Arcy-Irvine, en route from Sydney, Australia; Sgt. Nelson Kite, Wilts Regt., to Miss Maggie Strymgeour, en route from England by the s.s. "Devanha"; and Mr. Jack Harry Elias of No. 6, Chancery Lane, to Miss Sophie Ezekiel Gubbay of No. 20, Elgin Street.

After giving a series of highly successful concerts in the Philippines Mirova and Podolsky have just returned to the Colony, unfortunately having to depart to-day by the "Empress of Asia" to tour Shanghai, North China and Japan. During their stay in Manila they gave six concerts during one week, on one occasion giving two concerts on the same day. By special invitation they performed before the pupils of the Conservatoire of Music, when their popularity was further enhanced. This last tour has embraced all the principal cities of the Philippine Islands, while Sandakan was also visited and highly successful concerts given. It is to be regretted that it has not been possible to arrange for a concert to be given here during their short stay, but it was impossible owing to the theatre being booked.

## NEW SIMPSON TUNNEL.

COMPLETED THIS SUMMER.

NOTABLE ENGINEERING FEAT.

The second tunnel through the Simpson is expected to be ready for traffic this summer. Traffic between the Channel ports and those of the Mediterranean should then receive a great stimulus. The new tunnel was actually pierced simultaneously with the first tunnel to facilitate the aeration of the workings. But its transformation from a mere gallery into an international high road was started only in December, 1912. Colossal difficulties were encountered in making the first tunnel. Great hot springs had to be harnessed and canalised. At a spot about 24 miles from the Italian opening the rock pressure was so great that 18 months was spent in advancing the boring 50 yards at a cost of £160,000. Each tunnel is 124 miles long of which 54 miles is on Swiss territory. The first tunnel including the gallery for the second, cost approximately £3,500,000. The estimated cost is £1,350,000. Both tunnels are 16ft. high. Thanks to electric traction the Simpson is the cleanest tunnel of any length in Europe.

## HONGKONG BUSINESS TYPES.

No. 3—THE FIRM.

Business houses in the Far East are usually divided, like Gaul, into three parts, the Import Department, the Export department, and the Accounts department.

Their names define their functions, as the first imports foreign goods into China, the second exports Chinese produce all over the world, and the Bookkeepers with their adding machines total up the gains or the losses.

There may of course in a large firm be many more branches e.g. Insurance, Metals, Piece goods, Machinery, Silk, Shipping, etc., but these are subsidiary and all work towards the same end viz., the transfer of money from many quarters of the globe into the pockets of the owner or the shareholders of the firm.

The business man in Hongkong and indeed in China is essentially a go-between, a middleman, a broker on a gigantic scale. He stands between the manufacturer on the one hand and the consumer on the other hand, and his position enables him to take the lion's share of any advantage that is going.

It is possible indeed for a firm here to handle many lines and do a considerable business with practically no risk. Orders are taken from dealers and passed home to suppliers, the commission agent securing a percentage of the value of goods for himself. In the event of a buyer failing to pay when the goods arrive, the firm does not suffer much as the Comptroller, who guaranteed the dealer and chopped his contract, is called upon to make good his guarantee.

The bigger firms have, of course, gone considerably beyond this stage, and in order to secure a large share of the trade carry stocks of regular selling lines to be cleared when the market prices are favourable.

Occasionally the market goes against them, and they dispose of their purchases at a loss, but it may be taken for granted that on the whole they gain or they would not continue to carry on the business.

At present the world-wide slump in trade is hitting most severely those firms with large stocks and as a general rule the heavier the stock the more serious the damage to be sustained. Accumulations of certain lines are very heavy both in Hongkong and Shanghai, and it is averred for example that Shanghai has enough piece goods in hand to last for at least a couple of years.

In this regard it should be remembered that this stock is being added to by every steamer from home as the orders sent about a year ago continue to arrive and the sales can only be warehoused until the depression shows signs of lifting. Much of this cargo, also, has already been sold by the firms, but as the dealers can find no market they are unable to take delivery, and leave the firm to do the best it can to help them. The firm must assist them or the dealer will declare bankruptcy and the firm will then have its unsaleable stock further augmented.

Blame for the present situation in China is usually laid at the dealer's door and beyond question heavy speculation was indulged in by Chinese buyers. Some of them in their anxiety to make bigger profits this year than last placed heavy orders with almost every firm in the place.

The foreign firms, however, can by no means be absolved of responsibility since they scrambled for the orders which always included a good margin for themselves.

Just as the dealer, unable to make good his obligations, falls back on the firm for assistance, so the firms in their turn rely on the Banks to tide them over the critical period.

It may be taken for granted that in most cases the Banks will lend their aid otherwise the loss will again be transferred to them. One result which is looked for from the present crisis is the elimination of all the small and shaky houses which cannot be expected to survive.

During the past year or two quite a number of these small concerns sprang up, many of them Chinese. Recently Mr. Fox, the Trade Commissioner for China, while commenting on the honesty and reliability of the Chinese merchant, did not advise direct dealing with him in the meantime, and he recommended British firms at home to confine their business to reputable foreign concerns.

This is sound advice, and anyone who can read between the lines will see that the reason why the British houses stand supreme to-day is that direct business with the Chinese is often very dangerous. Mushroom firms sometimes spring up almost in a night and disappear as quickly if fortune fails them.

It would seem that while the individual Chinese merchant is trustworthy, the firm as a unit has yet something to learn in this respect. In all likelihood as soon as they discover that it will pay them to make good every obligation the Chinese concerns will become just as reliable as the best European houses.

The submergence of the smaller firms will possibly be only temporary, and when business runs again in its normal channel they will reappear in greater numbers than before. Already many young Chinese business men have visited America and Europe with

## GOVERNMENT HOSPITAL.

## THE X-RAY APPARATUS.

MORE C.R.A. CORRESPONDENCE.

Copies of the following correspondence between the Constitutional Reform Association and the Government in preference to local Hospital administration have been forwarded to us for publication:—

2, Queen's Building, Hongkong, January 20th, 1921.

Sir,—My Committee beg to point out to you the need of an additional Physician and Surgeon at the Government Civil Hospital.

At the present time, they understand, outside aid has to be called in to meet the demands made upon the hospital.

They would also like to suggest that an up-to-date 1st class X-rays be provided. It is a well-known fact that the present one (also the only one in a public hospital in Hongkong) is very unsatisfactory, and the results from it are exceedingly poor, so much so as to be almost worthless—I have the honour to be, sir, your obedient servant,

(Signed) L. M. WHITE  
(Hon. Secretary).  
The Hon. Mr. C. Severn, C. M. G.,  
Colonial Secretary.

Colonial Secretary's Office, Hongkong, March 5th, 1921.

Sir,—With reference to your letter of the 20th January, I am directed to inform you that the Committee of the Constitutional Reform Association have been misinformed as to the necessity of calling in outside assistance at the Government Civil Hospital. The present staff of the hospital is sufficient.

The X-Ray apparatus has admittedly been unsatisfactory of late, but steps are being taken which are expected to remove any cause of complaint.—I am, sir, your obedient servant,

(Signed) S. B. McELDERRY  
(for Colonial Secretary).  
The Hon. Secretary.Constitutional Reform Association  
of Hongkong,  
2, Queen's Building.

## NEW T.K.K. LINER.

## "CAP FINISTERRE"

## RENAVED.

## LUXURIOUS TRAVEL.

Telegraphic advice has been received from the Head office of the Toyo Kisen Kaisha that the German liner "Cap Finisterre" has been turned over to the T.K.K., which steamer will be laid off for extensive boiler repairs.

This steamer has been renamed the s.s. "Taiyo Maru," and will sail from Hongkong on May 25, taking the place of the "Korea Maru," which steamer will be laid off for extensive boiler repairs.

The s.s. "Taiyo Maru" has a displacement tonnage of 22,000 tons, and has passenger accommodation for 418 first class, 102 second class, 120 special steerage and 838 steerage. This steamer has luxurious passenger accommodation, there being six passenger decks, dining room with verandah cafe, porcelain swimming baths on shade deck and promenade deck, elevator, etc. etc., and will offer passengers comfort and service unsurpassed on the Pacific.

A view to learning the methods in use at the other end, and to get into direct touch with suppliers.

When Chinese export and import houses are established on sound lines, the European houses will be faced with serious competition. One of our biggest Chinese stores is at present considering the opening of an import and export department with branches in Europe and America, mainly with the object of obtaining its requirements direct from the manufacturers without any intermediary. The advantages it will derive in the way of wholesale buying and retail selling are sufficiently obvious.

Chinese firms will be content with smaller profits than have been the rule in the past and this will entail a general drop in takings all round with resulting lower retail prices from which the ordinary individual will derive advantage. The Chinese at present are only learning how to handle the business, but they are good students, and it is surprising how much capital they can lay their hands on when necessary.

The old established foreign firms, especially the British have had it all their own way until now but it looks as if it will be harder to maintain its supremacy than it was in the past.

[The next article in this admirable series will be No. 4—The Tailor.—Ed., C.M.]

## ALLEGED FORGERY.

## CASE FOR PROSECUTION CLOSED.

MAGISTRATE RESERVES DECISION.

Before Magistrate Lindsell yesterday afternoon, the evidence for the prosecution was concluded in the case in which Sham Lai-sang, managing partner of the Kowloon Stores, is charged with forgery and false pretences.

The Magistrate reserved his decision as to whether the defendant should be committed to the Criminal Sessions.

The defendant is alleged to have cut down a signed but partly filled contract form for the purpose of forging a document purporting to be a receipt entitling him to collect the sum of \$5,000 from Mr. Jan Hendrik van Cennep Luhrs, managing director of the Holland-Pacific Trading Co. The defence is that the document is genuine and is a receipt for \$5,000 which the defendant had deposited with the complainant as a security for the complainant's firm.

Mr. D. H. Blake (of Messrs. Wilkinson &amp; Grist) appeared for the complainant, and Mr. A. H. Crew (of Messrs. Hastings &amp; Hastings), for the defendant.

In re-examination by Mr. Blake, the complainant said that the authorised capital of the Holland-Pacific Trading Co., Ltd., was 1,000,000 guilders, and the issued capital, 355,000 guilders. If he had been pressed for \$5,000 in February this year he could easily have met the call.

Anthony John Bainbridge, assistant in the Holland-Pacific Trading Co., Ltd., said he had never heard defendant speak of a \$5,000 deposit made with the complainant. He had many times heard defendant pressed to settle his accounts in regard to transactions on consignment, but had never heard him speak of a deposit as set-off. He was present at the transaction when the complainant handed the defendant contract forms signed in blank.

Mr. Crew: I put it to you that your having seen these contract forms signed is a mere matter of imagination on your part?

Witness: I can believe my own eyes. I saw it. I have not come here to tell a pack of lies.

Chinese Constable, No. 201, was called to give evidence of arrest. He said the complainant said: "Station, and he took the defendant in charge."

The Magistrate: Was he not accused of anything at the time?

The witness was understood to reply in the negative. The words which the Magistrate read out to him afterwards, and to which he assented, were, "I knew nothing whatever about the charge."

The Magistrate: What right had you to arrest him, then? Is the complainant a justice of the peace, or a police officer?

Witness: No.

How long have you been a constable?—For four years.

The Magistrate: You surely know by now you cannot arrest people without some charge being specified against them?

The witness made no answer, and the Magistrate pressed him for a reply. He then said the Chinese assistant, who was with the complainant, said that the defendant was to be charged with fraud.

This completed the evidence for the complainant.

Mr. Crew, for the defence, submitted that there was no case to go before a jury. If the Magistrate thought the contrary, he would reserve his decision. He submitted that the probabilities were enormously in favour of the defendant. A debt of \$300 was due from defendant's firm, and would be, for the sake of that, run the risk of seven years for forgery, and go about it in the one way in which he could most easily be detected? It would be the act of a lunatic. Mr. Crew described the story of handing blank signed forms to the defendant as "preposterous."

Mr. Blake, in reply, remarked that Mr. Crew's view of the facts would make the complainant equally a lunatic. Mr. Luhrs was a substantial citizen, the owner of a good business, and would he trump up a charge against the defendant to avoid payment of \$5,000, which his books showed he could easily have paid, if due? Mr. Blake dealt in detail with the peculiarities of the alleged receipt form, and with the expert evidence called thereon.

Mr. Blake was referring to the complainant's unfamiliarity with the books of his firm, when Mr. Crew remarked that the book-keeper ought to be called. (This evidence had been excluded because the book-keeper would have gone to another appointment in Shanghai before the case would be heard in the Sessions, if committed).

The Magistrate said he did not see how the witness could be held if he was going away.

Mr. Blake said his evidence was merely corroborative.

The Magistrate: As he is not called, I do not think you should comment on his evidence.

Mr. Crew: It is monstrous that my client should have to run the risk of seven years' imprisonment in order that the witness should not lose a month's pay. He should be subpoenaed by the police and detained.

At the conclusion of Mr. Blake's

## HE'S OFF.

John Johnstone goes a journey. He sails for Home to-day. By way of farewell greeting: We must find words to say. The other papers slobber. And bow with bended knees To Jardine's Great Panjandrum. They're so intent to please. He is no god-like hero. But just a human man Who won at work like others And sometimes "also ran." He made a bloomer that time He tried to crush the Mail To handicap Press freedom And twist our little tail. He's very likely sorry (We've tried to make him so) And now we feel no malice: Good-bye, John Johnstone. #1

## CHINA COAST.

## SHIPPING PERSONALIA.

LATEST CHANGES.

Captain A. E. Edwards, of the "Hsin Peking," is on leave. Captain J. Oudney, from reserve, has gone master, "Hsin Peking."

Mr. H. P. Carver, chief officer, "Fengtien," is on reserve.

Mr. F. Bennett, second officer, "Fengtien," has gone acting chief officer, same ship.

Mr. T. McCowat, from leave, has gone second officer, "Fengtien."

Mr. J. Chesney, from reserve, has gone second officer, "Woosung."

Mr. J. B. S. Nucator, second officer, "Fengtien," has gone acting chief engineer, same ship.

Mr. G. W. Clark, from reserve, has gone second engineer, "Fengtien."

Mr. W. H. Davies, third engineer, "Tsangtuh," has signed off.

Mr. J. Hodge has been appointed third engineer, "Tsangtuh."

Mr. T. K. McIntyre, chief engineer, "Shantung," is on leave.

Mr. J. G. Campbell, second engineer, "Szechuen," has gone acting chief engineer, "Shantung."

Captain J. Jackson, from leave, has gone master, "Suwo."

Captain J. M. Smith, of the "Suwo," is on leave.

Mr. A. Buntin, from leave, has gone chief engineer, "Esang."

Mr. A. Scott, chief engineer, "Esang," is on reserve.

Mr. C. M. Anderson, from leave, has gone second engineer, "Hop-sang."

Mr. E. B. Ackerman, second engineer, "Hop-sang," has resigned.

Mr. C. Hansen, chief officer, "Kaho," has gone chief officer, "Hsinfeng."

Mr. M. Dallas, chief officer, "Hsinfeng," has gone chief officer, "Kaho."

Mr. O. Grata has been appointed second officer, "Hsuan."

Mr. A. P. Cranston, chief engineer, "Kwangchi," has gone chief engineer, "Kiangyung."

Mr. R. D. Davidson, second engineer, "Kiangyung," has gone acting chief engineer, "Kwangchi."

Mr. W. A. Buntin, from reserve, has gone acting second engineer, "Kiangyung."

## WHY

## DO DIAMONDS SPARKLE?

The diamond, as we know it, is a clear translucent gem, similar in appearance to a piece of glass, but having the power of refracting light so that many different colours appear to be concealed beneath its surface. If, however, we examine a cut diamond—one which has been finished by an expert and is ready to be set in a ring or other ornament—and then pick up a diamond in the rough, we will find a marked difference between the two stones. The former is bright and sparkling; the latter is dull, lustreless and, in appearance, does not differ radically from an ordinary pebble. It is, therefore, apparent that the alteration in the stone is due to the process of "cutting" or shaping the gem so as to add to its attractiveness.

The diamond cutter, an expert in the science of light-reflection, so arranges the facets or reflecting surfaces of the stone, that they throw back the maximum amount of light, and, by placing these facets in a prism-like formation, insures the sparkle and depth of colour characteristic of the high-grade gems. Much the same principle is apparent in the glass prisms which adorn large chandeliers. A ray of light, entering these, is refracted by the angular surfaces and is broken up into constituent colours. But the carbon of which a diamond is formed possesses this faculty to a far greater extent than glass does, and as a result, diamonds have a sparkle and richness which is infinitely, although this power of refraction is greatly enhanced by the depth of the stone and the manner in which it is cut and polished.

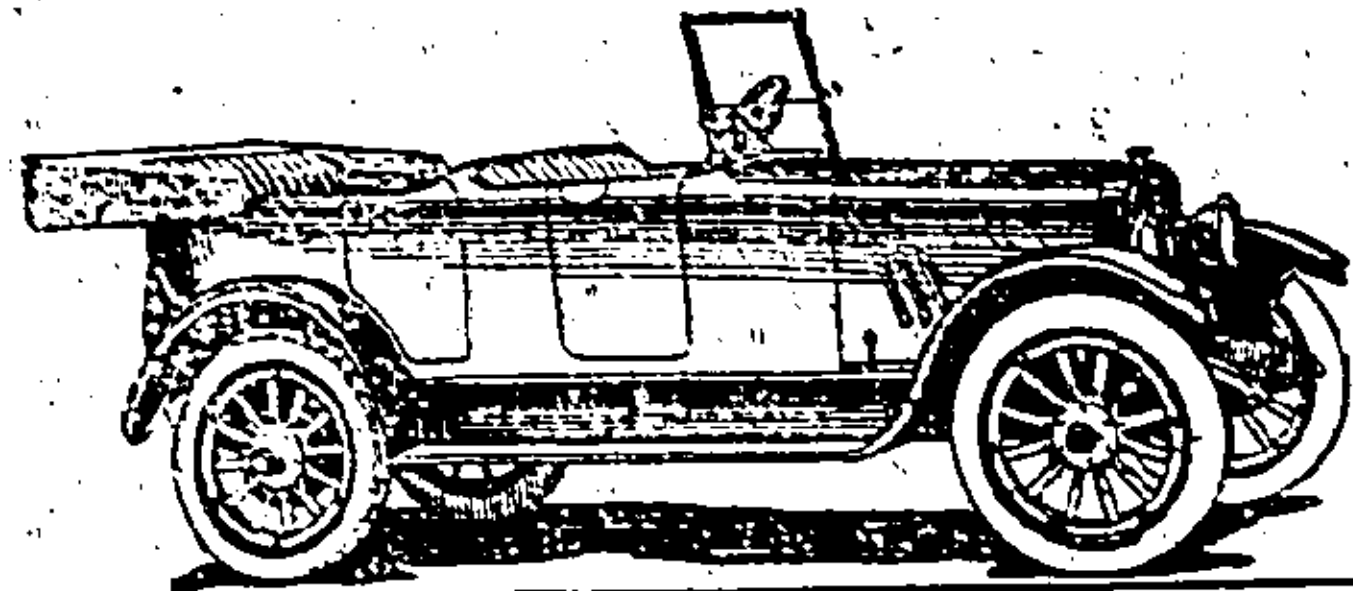
address, the Magistrate said he would like a day or two to consider the case and he would give his decision as to commitment on Saturday.



**CABLE ADDRESS**  
"HONGKONG" HONGKONG.  
"CHINA MAIL" HONGKONG.  
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# MERCURY MOTOR CAR CO.

59-61 Des Voeux Road Central,  
HONGKONG.



## THE LOSS OF THE "HONG WAN I."

### TO-DAY'S ENQUIRY.

#### MASTER'S CERTIFICATE SUSPENDED FOR TWO YEARS.

#### A SERIOUS OMISSION.

The circumstances surrounding the loss of the Singapore steamer "Hong Wan I," which was stranded on a reef off Green Island on the morning of Jan. 29, were the subject of an enquiry at the Harbour Office this morning by a court comprised of Lieut. Hake, R.N.R., the acting Harbour Master, (President), Lieut. Commr. W. R. M. Wynne, H.M.S. "Ambrrose," Captain A. J. Haskett, master of the s.s. "Monteagle," Captain E. D. Blackburn, of the China Navigation Co., and Captain M. Courtney, master of the s.s. "Chakrang."

Mr. F. C. Vaux, of Messrs Wilkinson and Grist, represented the owners.

John Sylvester Liddell, master of the "Hong Wan I," (certificate No. 477, New Zealand), said: On the 28th January at 5.15 p.m. I left Amoy, in charge of a pilot, named Thompson. Draft 19 feet 4 ins. at the bow and 14 ft. at the stern. I passed Tsingyue Light at 6.10. At 7.22 p.m. I made Chapei Island. Then I steered on the S. 46 W. course to come down inside the Brothers, passing them at 11.20 p.m. I then steered on the same course inside the Lammoeks. The Lammoeks were abeam at 1.50 a.m. on the 29th. 1 1/2 miles distant. I then steered across the Bay to the Cape of Good Hope, South, 85 W., by magnetic compass. At 3.20 we picked up the Cape of Good Hope Light. At 4 a.m. I took charge of everything myself. The chief officer then told me he thought the light of the Cape of Good Hope was about 3 miles away. On looking, I thought that about right. At 4.5 a.m. I picked up Green Island, a little on the starboard bow. I altered the course about one point of the port bow. At this time it was blowing very hard—a N.E. monsoon, with a strong insistent current. I was keeping Green Island in sight all the time, although gradually porting my helm. From my position I thought I should pass Green Island at least one mile away but owing to the strong north-east wind and sea I was carried broadside on to the reef off Green Island. I may mention that I wired from Amoy for a pilot to be here to be waiting to come in at 4 a.m. The reason why I did this was owing to the Chinese New Year and being very anxious to get away on Saturday afternoon to avoid Chinese New Year. At 4.20 a.m. I was still porting my helm. Owing to the strong N.E. breeze and strong inset, I was carried on to the reef just outside Green Island. The ship was making water fast at the first sounding, which was 10 feet in No. 2 hold. After going astern for five minutes the vessel came off and as she was making water so rapidly I thought it advisable for the safety of the passengers of which there were 600—to beach the vessel, which I did, between Green Island and Bill Island. The armed guard came off to us next morning.

The President: What time?—The next morning they came down from Amoy in about five hours. They arrived about four or five o'clock in the afternoon.

The President: Tell us what happened after you beached the ship.

The Witness: She was making water fast. I tried to get all the passengers ashore but could not land them on the beach because there was too much sea on. I waited until next morning when the weather became finer and then landed them on the mainland beach near Green Island. There were no accidents except for three kranies (clerks) being drowned while going ashore to Swatow in a sampan without permission.

The President: Did you land with them?—No.

Tell us what happened.—The agents people took charge of the passengers and conveyed them to Swatow. On the 1st a Hongkong salvage company sent a tug down to try to save the ship but they were not successful and on February 23 last they suspended operations finally.

Have you your log book with you, captain?—Yes.

The witness produced the log book and with it before him the President asked: Did you sight the Sugar Loaf Light?—No. I did not sight it. If I had it would have been all right. What speed was the ship making before you reduced speed?—About 11 1/2.

And also after you reduced speed?—Five.

The witness then produced a new plan of Swatow harbour made by the Chinese customs, which he was using at the time. He left the witness box to explain this in detail to the President.

Lieut. Commr. Wynne: What distance could you see land at 4 a.m.? I mean land not a light.—I do not think you could see very far. Not more than four miles away, if that much. The visibility was very bad.

Lieut. Commr. Wynne: Was there a moon?—There was no moon. It had been perfectly clear most of the watch but as we neared land the fog was patchy. We had to come close up to the Cape of Good Hope to pick up Green Island and get a course to come up to the pilot anchorage.

Lieut. Commr. Wynne: You say you ported your helm continually. How much did you alter the course to starboard at the time the vessel struck?—I could not tell exactly. I was watching the island. You have to keep hauling her out all the time. She was N. by E. when she struck.

Did you ever see the red sector of the Cape of Good Hope light prior to grounding?—Not till after grounding. Capt. Courtney: Did you take any bearings?—We were steering straight for the Cape of Good Hope; it was right ahead.

How was the Cape bearing?—N. 85.

The President: N. 85 is not a bearing. What was the bearing of the light?

Witness: N. 83 W.

Capt. Courtney: After you had altered your course for Green Island on your port bow, and from then up to the time of stranding, did you take a bearing of the light?—I did not take a bearing. I was too busy watching the ship's head on Green Island to take a bearing.

Capt. Blackburn: Was your steering gear in good order?—Quite good order.

Lieut. Commr. Wynne: What helm was the ship carrying when you were approaching the Cape of Good Hope?—Port helm.

How much?—About five degrees. That is all, then.

After standing up for Green Island, how much port helm did she carry?—She was carrying 15 degrees, then.

Doesn't the ship fly up into the wind?—No, I noticed she is very sluggish on the port helm.

Does she fall off the wind?—Yes.

Harry Conway, first mate of the "Hong Wan I," said he held the certificate of ordinary master. After giving particulars from the log as to the position of the vessel the witness said: I was below when the ship struck, about 4.15 a.m. I went on the bridge. Considering the large number of passengers on board, it was considered best to run her aground to prevent her sinking in deep water.

In reply to the President, the witness said the speed of the ship at 4 a.m. was 10 knots.

Martin Gaggino, second officer of the vessel, said he had no certificate. He relieved the Chief Officer at 4 a.m. receiving the course: South 85 West. The skipper put the light of the Cape of Good Hope about a point on the port bow. At 4.5 a.m., he ran at half speed, on the skipper's orders. They were "hauling her out" when the vessel struck. There was a strong N.E. wind and sea, and the weather was slightly hazy.

Lieut. Commr. Wynne: Are you certain the course was altered to starboard to bring Cape of Good Hope one point on the port bow, before sighting Green Island, 1/2 point on the port bow?—As far as I can remember, yes.

Capt. Blackburn: You say the course was S. 85 W. and the Cape looked like two miles off? Had you any bearing?—It was right ahead or only half a point either way.

Capt. Courtney: Was that before the course was altered?—Yes.

Archibald Buchanan, the chief engineer, was the next witness called.

The President: What speed was the ship making on the night of the 28th and 29th?—From the time we left Amoy until 3.30 a.m. the ship was making 12 knots. At 3.30 I slowed her down to 10 1/2 and reported to the

officer on duty. I intended to keep her at that speed but at 4.4 there was a message by the telegraph to reduce speed to half.

The President: What is half speed in your ship?—Well, I usually judged by the gauges. I should say she was doing about six knots.

Was the engine room machinery in good order?—In perfect order.

The President announced that the court had heard all the evidence it thought necessary and asked Captain Liddell and Mr. Vaux if they would like to say anything. Neither having any remarks to make the Court adjourned until 2.30 this afternoon.

This afternoon the President read the finding of the Court. After traversing the evidence it stated that the Court suspended the master's certificate for two years on the ground that "he failed to take a bearing of the Cape of Good Hope light, which simple proceeding would have averted the casualty."

It would, however, grant him a first mate's certificate during the period of suspension.

### TO-DAY'S ADVERTISEMENTS.

KOWLOON CANTON RAILWAY.  
(Barren Section).

#### NOTICE.

#### CHING MING FESTIVAL.

THE PUBLIC IS HEREBY NOTIFIED THAT LOCAL PASSENGERS cannot be conveyed by the S.O.T. a.m. express on April 1st, 2nd, 3rd and 4th, 1921.

By Order,  
H. P. WINSLOW,  
Manager.

Hongkong, March 31, 1921.

#### WANTED.

ENGLISHMAN going home wishes to purchase some Second-hand LEATHER TRAVELLING BAGS. Apply "Confidence" c/o this Paper.

### PUBLIC AUCTION.

PARTICULARS AND Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 4th day of April, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shek Shan, Kowloon, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of the lot.	Containing	Boundary Measurements.	Area.	Per cent.	Value.	Rate.	Annual Rent.	Annual Value.	Upset Value.
1.	One lot of Crown Land at Shek Shan, Kowloon, containing 1000 square feet.	1000 square feet.	1000.	100.	1000.	1000.	1000.	1000.	1000.

#### PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction,

on

THURSDAY, April 7, 1921,

commencing at 10.30 a.m.,

at No. 10 Godown, of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

25 Bales 2" "BLUE STRIPE" Genny Bags, Heavy Coes—40 x 28 (2 1/2 lbs.).

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, March 31, 1921.

on

THURSDAY, April 7, 1921,

commencing at 10.40 a.m.,

at No. 18 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

A Large Quantity of Miscellaneous Goods.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, March 31, 1921.

#### TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## MAURICE E. BANDMAN

### SUBMITS

### THE BANDMAN OPERA CO. 1921.

#### THEATRE ROYAL HONGKONG.

Under the distinguished Patronage of H.E. The GOVERNOR & LADY STUBBS, H. E. Vice-Admiral Sir ALEXANDER DUFF, K.C.B., and Major General Sir G. MAGAULEY KIRKPATRICK, K.C.B., K.C.S.I.

IN ALL LONDON LATEST SUCCESSES.

TO-NIGHT (THURSDAY), March 31st.

### "BRAN PIE"

From the Prince of Wales' Theatre.

FRIDAY, April 1st.	"OH JOY" from the Apollo Theatre.
SATURDAY, April 2nd.	"BUZZ BUZZ" from the Apollo Theatre.
SUNDAY, April 3rd.	"MAID OF THE MOUNTAINS" from Daly's Theatre.
MONDAY, April 4th.	"THE KISS CALL" from the Gaiety Theatre London.
TUESDAY, April 5th.	"TAILS UP" from the Comedy Theatre London.
WEDNESDAY, April 6th.	"TRENCH" from the Comedy Theatre London.
THURSDAY, April 7th.	"TRENCH" from the Comedy Theatre London.

Plans now open at MOUTRIE'S.

Popular Prices \$4, \$3 & \$1. Overture 8.15 p.m. prompt. Late Peak Card.

### TO-DAY'S ADVERTISEMENTS.

#### WANTED.

EXPERIENCED Senior Office Assistant (British), for ENGINEERING and MACHINERY DEPARTMENT, must be good Correspondent and have Commercial and Technical knowledge of Engineers supplies and Hardware. Permanent position and good prospects offered to competent Applicant. An indication of salary expected is required. Persons without the above mentioned qualifications need not apply. Address applications to Box No. 1276, c/o "CHINA MAIL."

#### NIPPON YUSEN KAISHA.

#### NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship, "RAMO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-NIGHT.

Goods not cleared by the 6th April, 1921, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Co's. representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, March 31, 1921.

HONGKONG, March 31, 1921.

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HONGKONG, March 31, 1921.

### NOTICES.

## LANE, CRAWFORD & CO.

Established 1850.

Telephone 1741.

### A NEW SHIPMENT

OF

## PALL MALL

(11 YEARS OLD)

### WHISKY

Sole Agents in Hongkong and South China for



## LANE, CRAWFORD'S.

THE HOUSE OF QUALITY.

### WE HAVE JUST RECEIVED A NEW SHIPMENT OF SHEET MUSIC.

#### FOX-TROTS & ONE STEPS

PEGGY  
SWEET SIAMESE  
KUSMET  
CAIRO  
VENETIAN MOON  
BOLA-BO  
KARAVAN  
SAHARA ROSE  
ISLE OF GOLDEN DREAMS  
ONLY

CHLOE  
MY BABY'S ARMS  
WHOA JANUARY  
MAMMY O MINE  
OUT OF THE EAST  
NOBODY KNOWS  
TILL WE MEET AGAIN  
TULIP TIME  
PATCHES  
TEARS OF LOVE

### THE ANDERSON MUSIC CO., LTD.

16, DES VOEUX ROAD.

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## HOUSEHOLD COAL

On and after November 1st, 1920, until further notice, we are prepared to accept orders for HOUSEHOLD COAL re-screened in Hongkong at the following prices:—  
Delivered to Peak District (above Bowen Road)...\$22.00 per ton.  
Bowen Road and Lower Levels...\$21.00 per ton.  
and Kowloon...\$21.00 per ton.

TERMS:—CASH WITH ORDER  
(CHEQUES PAYABLE TO "KAILAN MINING ADMINISTRATION")

KAILAN MINING ADMINISTRATION

HEAD OFFICE:—TIENTSIN.

AGENTS:—DODWELL & CO., LTD., HONGKONG

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Contracts Solicited for Bunkering Ships at Hongkong, Shanghai, Keelung (Formosa) And All Leading Japan Ports.

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## TANSAN

received the highest award

### A GOLD MEDAL

from a committee of critical judges at the

Anglo-Japanese Exhibition

which testifies to its excellence and purity.

Beware of bogus imitations. No Tansan is genuine unless the label bears the name of J. CLIFFORD-WILKINSON.

Unrivalled as a drink. Mixes well with Wines, Spirits or Milk.

Tansan raises the spirits and invigorates languid anticipation, even as a flagon of wine exhilarates the old.

For the good old days of yore, Would have waived the joys of wine away And combed himself every man can With bubbling, sparkling, cool Tansan.

Tansan can be obtained at all first class Hotels, Bars, and Clubs in the Far East.

SOLE AGENTS:—

### GANDE, PRICE & CO., LTD.

Tel. No. 123.

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## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED

## HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

SAILINGS:—  
To Macao—daily at 8 a.m. and 8 p.m. (Sundays at 8 a.m.)  
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Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Tiao, Coor & Sox, Booking Agents, Hongkong.

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## STEAMSHIP SERVICES.

Regular Sailings to  
NEW YORK AND/OR BOSTON.

Via Suez or Panama Canal at Owner's Option.  
S.S. "GREENMONT CASTLE" Sailing on or about 6th April.

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FOR BRINDISI, VENICE AND TRIESTE.

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S.S. "PERLA" Sailing on or about 19th May.

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEBANT, BLACK SEA & DANUBE PORTS.  
FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

FOR SHANGHAI AND JAPAN.

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Passengers' Luggage can be insured at the office of the Agents.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between  
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Steamship Services Trans-Pacific.  
Also to Australia, Europe, etc.

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TAKING CARGO ON THROUGH BILLS OF LADING FOR SOUTH AFRICAN PORTS with transshipment at CAIRO, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. and APCAL LINES.  
For Freight or Passage on any of the above Lines apply—

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LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Penang.

BURMA MARU Sailing Monday, 18th April.

BUENOS AIRES—Rico de Janeiro, Santos, Marilia, Durban & Cape Town via Singapore. Passenger Service.

MEXICO MARU (omit Manilla) Thursday, 14th April.

BOMBAY & COLOMBO—Regular monthly service via Singapore.

KASATO MARU Sailing Thursday, 7th April.

INDUS MARU Sailing Sunday, 10th April.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.

KISHU MARU Sailing Sunday, 3rd April.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan. Regular fortnightly passenger service, including intermediate ports in Japan taking cargo to CANADIAN PORTS in connection with Chicago Milwaukee and St. Paul Railway.

ARABIA MARU Sailing Monday, 11th April.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Ocean Ports.

NEW ORLEANS LINE—One Steamer Middle of April.

JAPAN PORTS—Shanghai, Kobe and Yokohama.

SUBARAYA MARU Sailing Thursday, 31st March.

ANDES MARU Sailing Sunday, 3rd April.

Kobe via Takao.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.S. wharf near the Harbour Office.

RAIO MARU Sailing Sunday, 3rd April.

TAKAO via SWATOW and AMOY.

SOSHU MARU Sailing Thursday, 7th April.

For sailing dates and further particulars please apply to

Y. YASUDA, Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

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## SAILINGS FROM HONGKONG.

"KANDAHAR" Sailing 6th April.

"CITY OF DUNKIRK" Sailing 20th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE & THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REIS & CO., CANTON.

## CHINA-AUSTRALIA MAIL S. S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"HWAH PING" Sailing 9th April.

"VICTORIA" Sailing 29th April.

For Freight and Passage, apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

Telephone No. 2307 112, Cornhill Road, Central.

## SHIPPING

## C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR AMOY, MANILA, CEBU & ILOILO. TARIFFS: Mar. 31 at 4 p.m.

WHEHAIWEI AND CHEFOO Foonow Apr. 1 at 3 p.m.

HOIHOW, PAKHOI & HAIPHONG Kiangow Apr. 2 at 10 a.m.

SHANGHAI AND TIENTSIN Suiyow Apr. 2 at Noon.

SWATOW AND SINGAPORE Changow Apr. 2 at 8 p.m.

WHEHAIWEI, CHEFOO & TIENTSIN Kiangow Apr. 2 at 4 p.m.

SWATOW AND SINGAPORE Kiangow Apr. 2 at 10 a.m.

AMOY, SHANGHAI AND PUOW Suiyow Apr. 2 at Noon.

SHANGHAI Suiyow Apr. 2 at Noon.

Saloon accommodation, electric light and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

HONGKONG LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

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Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

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"WENATCHEE" Sailing May 3rd

For VICTORIA, B.C. & SEATTLE, Wash.

(Calling at Shanghai, Dairen and Japan Ports.)

S.S. "WENATCHEE" Sailing May 14th

S.S. "KEYSTONE STATE" Sailing July 5th

S.S. "WENATCHEE" Sailing July 25th

S.S. "KEYSTONE STATE" Sailing Sept. 17th

Information regarding Rates, Accommodations, etc.

Apply to—

THE ADMIRAL LINE,

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai, Dairen and Japan Ports.)

"CROSSEYS" (freight only) About April 21st.

For MANILA.

"CROSSEYS" About April 9th.

For PORTLAND direct.

(Calling at Seattle and Tacoma.)

"MONTAGUE" About April 26th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

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## SHIPPING

## C.P.O.S. HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Mojji) Kobe & Yokohama)

SAILINGS

STEAMERS

Empress of Asia Mar. 31 Apr. 13

Monteagle Apr. 7 May 1

Empress of Russia Apr. 28 May 16

Empress of Japan May 17 June 7

Monteagle June 13 July 3

Empress of Russia June 23 July 11

Empress of Japan July 7 July 23

Empress of Asia July 21 Aug. 8

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to departure from the Orient. Traffic continues on the Atlantic line as compared with the Pacific. Atlantic reservations can be arranged by cable or by letter for 25 passengers to Europe, whether or not choosing the Pacific via C.P.O.S. steamers. Frequent sailings between Hongkong, London and Liverpool. Frequent sailings between Hongkong, London and Liverpool. Frequent sailings between Hongkong, London and Liverpool.

For fares and other information please apply to

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## EXPORTERS &amp; DEALERS.

## HONGKONG ASSOCIATION.

## ANNUAL GENERAL MEETING.

The annual general meeting of the members of the Association of Exporters and Dealers at Hongkong was held yesterday afternoon in the Chamber of Commerce Room, Chartered Bank Building, Mr. T. W. Hill presided and with him were the following members of the General Committee: Messrs. B. Monteith Webb, A. W. Van Andel, S. M. Churn, E. V. Botelho, U. Ramjahn, A. M. L. Soares, and J. Robertson.

The following members were present: Messrs. Andersen, Meyer & Co., Ltd. (Mr. Russell), Arnold Bros. & Co., Ltd. (Mr. B. Monteith Webb), Bradley & Co., Ltd. (Mr. T. W. Hill), Bostick & Co. (Mr. F. V. Bostick), Castro & Co. (Mr. H. A. Castro), Dodwell & Co., Ltd. (Mr. F. Syme Thomson), Donnelly & Whyte (Mr. D. E. Donnelly), Walter Ford & Co. (Mr. Arthur Samy), Gibb, Livingston & Co. (Mr. L. J. Davis), Gilman & Co., Ltd. (Mr. E. Syme), W. A. Hannibal & Co. (Mr. J. Robertson), Haumann, Kern & Co. (Mr. E. Haumann), Holland China Trading Co. (Mr. A. W. Van Andel), Hongkong Import and China Produce Export Co. (Mr. A. Imali), H. G. Humphrey & Co. (Mr. T. R. Bartlett), Huxley & Co. (Mr. V. A. Remedios), Pittendrigh, Ramjahn & Co., Ltd. (Mr. F. Ramjahn), Reiss & Co. (Mr. G. F. de Carvalho), J. M. de Rocha & Co. (Mr. J. M. de Rocha), David Sassoon & Co., Ltd. (Mr. E. E. Ebra), Shearman & Co. (Mr. M. J. J. Shearman), H. J. H. Huxley & Co., Ltd. (Mr. F. M. de Almeida Remedios), Soares & Co. (Mr. A. M. L. Soares), Mr. F. P. Talati (Mr. M. P. Talati), Union Trading Co., Ltd. (Mr. S. M. Churn) and Mr. J. Robertson.

The Secretary read the notice convening the meeting.

The Chairman said:—Gentlemen, The report and accounts having been in your hands for some days, I will take them as read. The accounts call for no particular comment. The Committee has undergone many changes and, of the new members, we specially welcome Messrs. Soares and Botelho, whose advice on technical and other matters has been of great value. We regret to record the death of Mr. Leung Fai Nam, an old member of the Committee, whose place it will be difficult to fill. Our numbers are maintained and we are now composed of 56 European firms and three Chinese firms, and although, as your Chairman remarked at last year's meeting, this shows confidence on the part of the foreign firms in the value of the work done by the Association, we have still failed to convince our Chinese friends of the value of co-operation and mutual understanding between buyer and seller, and a combined policy for the furtherance of, and the stimulation of, the export trade of this Colony.

The Chairman of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at a recent meeting (I think it was last year) predicted a greatly increased volume of exports passing through this port on the completion of the Kowloon Canton Railway—an event which we hope is not far distant—and I venture to think that an Association such as this will prove its value when questions in connection with the development of such trade come to be discussed.

THE YEAR'S TRADE.

The boom in exports which lasted during 1918, and early 1920, came to an abrupt end, last Spring, when prices commenced to sag, and it soon became apparent that the markets of the world were overstocked with produce of every description. These are not yet liquidated and, until they are, and conditions in Europe and America become more normal, we cannot, I fear, look forward to a revival of exports on anything like the usual scale.

THE CHAIRMAN OF THE GENERAL CHAMBER OF COMMERCE.

The Chairman of the General Chamber of Commerce, in the speech yesterday, dealt with this subject and as you have no doubt read his speech, I do not propose to make any further remarks on this subject for fear my tongue should run away with me.

With these few remarks, I beg to propose the adoption of the report and accounts and after they have been seconded, I shall be pleased to answer any questions to the best of my ability. (Applause.)

Mr. J. M. de Rocha said:—I have much pleasure in rising to second the adoption of the report and accounts as presented, and I have no hesitation in saying that all the members of the Association appreciate and thank the Chairman, Committee and Secretary for the good work they have done during the past year, which was, as you have said, a year of adversity. We have listened very attentively to your remarks on the past situation and we certainly value the good services you have done for this Association. In 1919 I had the honour to attend several meetings of the Rice Association of California and to address its members as to the rice trade from Hongkong, and I can assure you, notwithstanding the remarks made by the Chairman of the Chamber of Commerce, that we have very good friends across the water and we can spend upon them to play the game. Of course we know that as there are in every commercial circle so there are in a country like America some black sheep, and it behooves us to be careful to see with whom we deal in America. With these remarks, I have much pleasure in seconding the proposal for the adoption of the report and accounts as presented. The motion was then put to the meeting and carried unanimously.

THE ELECTION OF COMMITTEES.

The election of the following committees proposed by Mr. L. J. Davis, and seconded by Mr. H. Syme was carried unanimously:—Messrs. B. Monteith Webb (Chairman), J. Robertson (Vice-Chairman), T. W. Hill, A. W. Van Andel, S. M. Churn, E. V. Botelho, U. Ramjahn, A. M. L. Soares, and O. Eager.

THE CONFIRMATION OF THE ELECTION OF THE FOLLOWING NEW MEMBERS PROPOSED BY THE CHAIRMAN AND SECONDED BY MR. B. MONTEITH WEBB, WAS CARRIED UNANIMOUSLY:—Messrs. Bostick & Co., Ltd., Britto & Co., Ltd., Carroll & Co., T. M. Gregory & Co., Davis Co., Ltd., and Haumann, Kern & Co.

(The Membership now stands at 59, consisting of 56 European and 3 Chinese firms.) This concluded the business.

## EARLIER TELEGRAMS.

## (Reuters' Service to the China Mail.)

## BOMB EXPLOSION IN CHICAGO.

LONDON, March 30th.

A New York telegram states that 10 persons were killed and many seriously injured by the explosion of a bomb in the "Italian" quarter, in Chicago, where many Irish also reside and where recently many political faction fights have taken place.

## NEW AIRSHIP.

LONDON, March 30th.

According to the Times aeronautical correspondent, a Dutch airman, A. Boeser, has invented a new type of airship, which, it is claimed, eliminates the danger of explosion, and also does not need ballast and is not subject to loss of gas. The hydrogen in the envelope is separated from the atmosphere by a wall of nitrocellulose, which, it is claimed, will extinguish flames if the outer envelope catches fire.

The airship is 900 feet long, of 6,400 horse-power, and with a speed of 75 miles an hour. On half its power it will carry 300 passengers.

## PASSING OF WAR-TIME MINISTRIES.

LONDON, March 30th.

Three of the most prominent Departments in the nation's most anxious days of the war, namely the Ministries of Food, of Shipping and of Munitions, cease to exist after to-morrow.

Their colossal activities necessitated a prolonged period of winding up. Henceforth practically the only remaining control will be over railways, which terminates in August.

The miners' crisis, occasioned by decontrol, does not show signs of improvement. Men and owners in some districts are discussing the question of retaining a few essential men in the pits in the event of a stoppage on Friday. Hope at present centres in Sir Robert Horne's invitation to the miners' executive to meet him to-day to discuss the matter before taking irrevocable steps.

## SHIPYARD JOINERS' STRIKE.

LONDON, March 30th.

There is still no promise of a settlement of the joiners' strike in shipyards, which began in November. A number of shipowners being no longer able to postpone repairs are getting work done abroad. The large liners, including Cunarders and White Stars, are being repaired on the Continent, while an order to execute a Chinese contract at Yarrow, having cabin work on three steamers, has gone to Shanghai. Several ex-German liners, recently purchased, are running without any alterations being made; the notices and arrangements on the decks and cabins are still in German.

REMITTANCE OF £20 to cover cost before sending the sample to be tested, and we are still without a result of that test! We shall continue to hammer away with Mr. Dovey's assistance, but receive little or no encouragement.

CHAMBER OF COMMERCE SURVEYS appear to be of no practical value, as they are entirely ignored by arbitrators in London and elsewhere, in the event of a dispute as to quality or condition. Private firms and this Association have repeatedly endeavoured to come to some agreement on this subject and on the sale generally. As an instance of the total disregard of suggestions made at this end, the new rules drawn by the Canton Cassia Guild and the Canton Chamber of Commerce to govern the sale of Cassia, when referred to London and New York, were rejected practically in toto. We have asked for the assistance of the General Chamber of Commerce in this connection.

THE RICE TRADE.

The Chairman of the General Chamber of Commerce, in the speech yesterday, dealt with this subject and as you have no doubt read his speech, I do not propose to make any further remarks on this subject for fear my tongue should run away with me.

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## TO-DAY'S CABLES.

## (Reuters' Service to the China Mail.)

## DISARMING GERMANY.

## ALLIES NOT YET SATISFIED.

BERLIN, March 30.

The inter-allied military commission handed a note to Germany on March 18 pointing out that disarmament had not been completed, especially as regards machine-guns, as the number available for training purposes will equal the number surrendered. Also a great mass of weapons had been taken to pieces and classed as spare parts, the total value whereof was over a milliard of marks, while quantities of automatic pistols, grenade throwers, and artillery at Kustrin, Koenigsberg, Liepzig, Pillau, and Marienburg, etc., were not delivered. The note requests that these commissions be remedied by March 31. It also points out that the requirements of the Paris note of Jan. 29 as regards manufactures have not been met. Germany replied on March 26, declaring that the Reichswehr had only the quantities of guns, bomb-throwers, and machine-guns laid down by article 164 of the treaty and Spa protocol.

## DISARMING GERMANY.

The reply furthermore claims that the treaty does not prescribe numbers for the other armaments and possessions which are not to exceed the requirements of the army of a hundred thousand. It claims that training weapons could not be reckoned as weapons in the sense of the treaty as they had been made unserviceable. It denies the statement as regards weapons taken to pieces and declares that further surrender of guns from the eastern fortresses is impossible in present conditions. Therefore Germany has a treaty right to the retention thereof, while as regards the coastal works the delivery of the whole material is now progressing. Finally, it urges that Germany has not infringed any of the disarmament provisions of the treaty and is ready to submit points of difference to an impartial court of arbitration.

## THE HUNGRY HAPSBURG.

## KING KARL TRIES TO SNATCH HIS JOB BACK.

BUDAPEST, March 30.

The opposition troops at Steinamanger and a strong contingent of the Budapest Garrison foiled King Karl's attempt at a coup d'etat. Karl first appeared at Steinamanger where General Lehar refused to help. Karl and two friends proceeded to Budapest and asked the regent to hand over power. Herr Horthy refused, and induced Karl to promise to return to Switzerland. Karl left accompanied by Teleki but stopped on plea of illness at Steinamanger where he remains. The British, French, and Italian commissioners in Hungary conferred here yesterday, whereafter the British commissioner called on Herr Horthy, whom he reminded of the decision of the Allies to oppose any restoration of the Hapsburgs.

THE ARRIVAL OF KARL at Budapest created surprise at the federal palace as his departure from Switzerland was unknown. It is pointed out that he needed no passport. Karl was not obliged to notify his departure as in the case of Constantine but was bound to abstain from political propaganda in Swiss territory. The federal council reserves its rights as regards measures to be taken in the event of Karl returning to Switzerland.

THE TEMPS recalls the agreement between the Czech, Slovak and Jugoslav governments that the advent to power of any Hapsburgite would constitute a casus belli. It says that these neighbours of Austria and Hungary must now claim guarantees for the future, declaring that France will stand by their side.

## COLLIERS OUT TO-MORROW.

## MINES TO BE DESERTED.

LONDON, March 30.

The miners' federation has informed Sir R. Horne, the president of the Board of Trade, that it has decided to withdraw all workers, including pumpmen and engineers, at midnight on March 31.

LONDON, March 31.

The executive of the miners' federation interviewed Sir R. Horne at the Board of Trade and demanded that the State continue to subsidize the industry and thus enable the payment of higher wages than are at present permissible. He replied that this was impossible. Most of the other great industries were in a worse position than the coal industry. Their workers were not only unable to get previous rates of wages but were unable to get employment, therefore it was impossible to tax the other already crippled industries to provide a subsidy for the coal trade.

The 'deputation' then stated that the federation had decided to withdraw all workers from the pits, including pumpmen and engineers, at midnight on March 31. Sir R. Horne declined to believe that the miners would allow the mines to be flooded and thus lose their means of livelihood. He appealed to them to reconsider the effect such action would have on themselves and on the whole country. The executive meets again to-morrow.

## RED RESURGENT IN RHINELAND.

## CIVIL WAR RAGING.

BERLIN, March 30.

The "communist" revolt, yesterday regarded as collapsing, is now flickering up at various points in the district between Leipzig and Halle, the chief zone of communist operations in mid-Germany. The train service of both towns is suspended. Bands defeated in the Mansfeld district have concentrated in a strong position at Grobbers and repulsed a storming attack by police who lost two killed and ten wounded. Trouble has broken out at Jena, where the communists compelled a practical cessation of work. The communists lost fifty killed and many prisoners in a severe fight which ended in the police capturing the town of Gevelsberg in the district of Dueseldorf. The police killed three and wounded five civilians in a fight at Mannheim.

## U.S. AND MEXICO.

## A TROUBLESOME NEIGHBOUR.

WASHINGTON, March 31.

The State Department has demanded from the Mexican government the apprehension and punishment of the murderers of three American citizens recently killed in Mexico.

## TOKYO UNIVERSITY.

## ENGLISH POET ARRIVES.

## INTERESTING INTERVIEW.

Tokyo, March 13.—"We believe in sunlight, cold water and a sense of humour."

Mr. Robert Nichols, who arrived yesterday morning from England on the "Kitsano Maru," to take the chair of English Literature at the Tokyo Imperial University, the chair once occupied by Lafcadio Hearn, was speaking of the Georgian Poets, the younger school in England of which he is one of the most prominent members.

Sunlight, cold water and a sense of humour! Mr. Nichols walked back and forth before the open fire in one of the little sitting rooms of the Imperial Hotel. It was raining outside. Twenty-seven years old, laughing, eager and enthusiastic, Mr. Nichols looked as if his belief were born of practice.

"I found when at school," he said, "that the only time I really learned was when I was under a master with personality, when he gave a personal point of view to what he taught. This is what I want to do in Tokyo, not because my own view is better, but because a personal view is more readily apprehended. I have no illusions that a personal view can be unbiased and I shall merely try to drive home what I take to be the cardinal points in any author, for it is almost if not quite impossible for any literary critic to appreciate rightly both the Brontës and Jane Austen. For instance I regard one as born a Brontë or an Austenite. I was born a Brontëite, and therefore I shall not be able to give quite such an intense account of Miss Austen as of the author of 'Wuthering Heights'."

HAS ALREADY GAINED RECOGNITION.

Mr. Nichols has already won his place as a present-day poet; those who have met him attest his right to claim a live virile personality. He is conscious of the honour done him in the call for three years' service in Japan. He makes no pretence of being a philologist or a historian of literature. He is "merely a working artist and critic." The "working artist" has written one book of poems, "Ardours and Endurances," which has run through its fifth edition. The first part of it is given over to war poetry, the second part, "A Faun's Holiday," is a hymn to country life. His second book of poems, "Amalia," came out only last year and is divided into blank verse, the poetry of group psychology and love sonnets. "The Smile of the Sphinx," prose, has been published in a limited edition by the Beaumont Press but will appear in a book of short stories to be issued later. A religious drama, in which he sought to display the direct antithesis of spiritual and material life, had not been produced at the time Mr. Nichols left England. He has done literary criticism for "New Statesman" and the "Observer," and for five months lectured in America on English literature.

AIM IS TO DISCOVER TRUTH.

"The aim and end of literature, which is a branch of art," he said, "as he laughingly sounded a warning that he was about to become 'heavy'—is the same as that of science, namely, the discovery of truth, yet it serves another purpose not originally its own. In the process of discovering truth it deepens the consciousness of man, and this takes place in two directions: A penetration in depth and width."

"There is one task which befits a professor of a branch of the humanities, and that is to endeavour to bring home by the explanation of this penetration in width how much the different races have in common, for no great culture exists for one race alone. Politics and international economics are not my province, I understand nothing of them but I do, I think understand very well that until men become 'Mars' conscious we are unlikely to be able to escape the consequences of faction, consequences which ultimately take the form of killing machines."

PUBLISHES AN ANTHOLOGY.

The Georgian Poets, of whom Mr. Nichols is one, originated at a meeting in London of a number of young English poets before the War, held under the auspices of Mr. Edward Marsh, secretary to Mr. Winston Churchill. The conclusion reached by the meeting was that the average poetry buyer could not buy every poetry book that was issued, and therefore the group should publish once every two years an anthology of the best of the poems of that period, to be called "Georgian Poetry." Mr. Marsh put together the first volume and issued it at his own expense in 1913. Much to his surprise, says Mr. Nichols, this book had an enormous success and reached 11,000 copies in the British Isles alone.

"The time has passed," he said, "when a young fellow would be regarded if he were caught with a book of poetry. Most of the chaps who went to the War were full of poetry. The sonnets and the death of Rupert Brooke, with whom I had a slight acquaintance, marked the turning point, and to-day England possesses a not inconsiderable company of young singers."

A REVIVAL OF THE THEATRE.

There has been a great revival of interest in the theatre in England, which nearly perished during the War, says Mr. Nichols. An indication of this is that Oxford University Dramatic Society abandoned its policy of presenting always Shakespeare, "and," he says, "we beheld some portions of the greatest work of the greatest living English writer, 'The Dynasts,' by Thomas Hardy. It was performed in a worthy manner, and I should never forget the enthusiasm and feeling of solidarity of the young men that evening when Hardy rose from his stall and signified his pleasure with

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A MINOR RENAISSANCE IN BRITAIN.

In England now there are some 30 men between the ages of 20 and 35, "who," he says, "are doing work at least some of the time that will live. It is a sort of minor renaissance, very minor, to be sure, but still a renaissance." Mr. Nichols himself came out at the same time as Seigfried Sassoon and Robert Graves. Aldous Huxley and Mr. Blunden came out later.

"English poetry to-day," says Mr. Nichols, "although it may not boast of a young Titan equal to those of the past, does at least possess a small company of select poets on the whole comparable to those of the early Elizabethan or middle Jacobean Ages. A characteristic of their poetry is that it has not what used to be called a 'message,' or if it has one it is not conscious of it. It is mainly concerned with action and believes in a greater rhythmic freedom. We believe in sunlight, cold water and a sense of humour, and disbelieve in the magic of the word. It is spelled with a capital S, which played so great a part in the work of the poets of the nineties. I should say that on the whole a glad acceptance of truth however terrible it be is the note of to-day."

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## SUPERSTITIONS.

## AN ITCHING PALM.

If the palm of your hand itches you are about to receive money. "As you yourself are much condemned have an itching palm," says Brutus to Cassius in Shakespeare's "Julius Caesar." The superstition is venerable and, furnished by the Nile and the Hudson. "A Greco-Roman sun of a hand in the British Museum carved on the palm an affair with three snakes, an offering to the gods invoking prosperity."

When we use the expression "an itching palm" as Brutus used it, Cassius, and as we use it with regard to our friends, it means that the person referred to is avaricious and no particular as to how he comes by his money. But when our own palm itches—why, that's another matter: we content ourselves with saying the money is coming to us and ignore the details.

The whole superstition is one of suggestion and association. It originated before the days of paper money, when all money was "hard." A coin taken in the hands presses upon the palm as the hands close upon it. The sensation produced becomes identified with possession. "Any tingling of the palm subconsciously recalls the sensation," thereby arousing the idea of money in hand with which it is identified. The natural wish for money makes it a prophetic. It is the right palm that prophesies because, generally, we use the right hand in accepting money.

little bird-like bows."

Although Mr. Nichols, who arrived only yesterday morning, has not yet been able to outline definitely his work at the University, he expects to give a personal review of English literature from Chaucer down, showing that the same characteristics have ruled throughout, "that the character of the English mind is not so much precision and clarity as a faculty for suggesting the connection between pure ideas and life—Japan, for instance."







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**SPORT.****FOOTBALL.****LEAGUE: DIVISION II.**

Below are the fixtures in the 2nd Division of the Hongkong Football League fixed for Saturday, April 2—  
3 p.m. United v. Kowloon, South China Ground.  
3 p.m. Staff and Depts v. St. Joseph's, Sookumpoo Ground.  
3 p.m. Ollers v. Club, Navy "B" Ground.

The following are back fixtures which must be played off on their respective dates—  
Monday, April 4.  
5.15 p.m. St. Joseph's v. Club, St. Joseph's Ground.

Wednesday, April 6.  
5.15 p.m. Staffs v. Club, Sookumpoo Ground.

5.15 p.m. St. Joseph's v. South China, St. Joseph's Ground.

Owing to the "Carlisle" being away from Hongkong all her fixtures have been cancelled on receipt of her resignation from the league. All points are conceded to her opponents as from March 30.

**TENNIS.****H.K.C.C. TOURNAMENTS.**

Although there was no rain yesterday, the H.K.C.C. courts were not in condition for play. Consequently no matches in connection with the open and club Championship tournaments were contested.

**TO-DAY'S GAMES.**

As there will be no cricket practice to-day, many courts will be available, and weather permitting, opportunity will be taken to play off the following matches—  
Open Championship Singles—L. Forster v. K. Yamazaki.

Club Championship—Capt. C. O. Oliver v. L. Nelson.

Singles Handicap—"A"—Lt. Col. Nicholson v. Surg. Lt. Cdr. G. H. Hayes.

Singles Handicap "B"—E. F. Caville v. H. V. Dawson.

**CANTON REGATTA.****V.R.C. TO COMPETE.**

The following have been chosen to represent the Victoria Recreation Club at the regatta at Canton to be held on Saturday, April 2—  
Senior Fours—Bow, A. Wenske, 2. F. Merriman, 3. S. Berg; stroke, H. Dreyer.

Junior Fours—Bow, G. May, 2. G. Tiran, 3. J. Berntsen; stroke, G. T. Garidge.

Senior Pairs—S. Berg and H. Dreyer (stroke).

Junior Pairs—G. Tiran and J. Berntsen (stroke).

W. J. Carroll will go to Canton as cox for the senior and junior fours.

**EASTER GOLF.****RESULTS OF COMPETITIONS.**

In spite of the gloomy weather during the Easter holidays, quite a good number of local golfing enthusiasts visited Fanling and took part in several interesting competitions arranged by the Royal Hongkong Golf Club. Some close finishes were witnessed.

Following are the results—  
Running Bogey Pool: Won by H. D. Hilliard—2 up.

Tombstone Competition: Won by A. B. Stewart on 19th green.

Mixed Foursome: Won by Mrs. Drew and Lt. Comdr. Halliday 93-5-88.

**NEXT OLYMPIC GAMES.****TO BE HELD IN AMERICA?**

America is making very strong efforts to get the Olympic Games in 1924, but whether the International Olympic Committee, when they meet in 1922 will agree seems at present very doubtful, for the games were held in America in 1904, and among the other applicants for the games are six other countries where they have never yet been held.

An American visitor to Ceylon, in conversation with a representative of the Times of Ceylon, remarked that as far as he knew there was a distinct possibility of the Olympic Games being conducted in America in 1924. He said that three large cities—Chicago, New Orleans and Pasadena—were all anxious to compete for the games.

He stated that the American Olympic Committee had made a big financial offer to the Southern California City of Pasadena to guarantee

**A BIGAMY POSER.****APPEAL COURT PROBLEM.****IMAGINARY DIVORCE A DEFENCE?**

Is a man guilty of bigamy if, reasonably "believing in good faith" that he has been divorced from his first wife, he remarries?

This was the problem set the Court of Criminal Appeal recently, and five judges—Bray, Atory, Shearman, Salter, and Greer—reserved their decision.

The question arose in the appeal of Thomas Alphonso Wheat, sentenced at Derby Assize by Mr. Justice Sankey to one day's imprisonment for bigamy, and Maria Stocks, who received a similar sentence for aiding and abetting Wheat.

Mr. Norman Birkett said that Wheat married Florence Darval at Nottingham in 1911. He entered the Army in 1914, and while he was away, his wife went to live with another man, having two children.

IN LODGINGS.  
Wheat was demobilised in January 1919, and went to lodge at the home of Maria Stocks, of whom he grew fond. He told her of the perjury of his wife.

Stocks, added counsel, took care of his two children, and Wheat began proceedings for divorce. A "frantic" wire was sent to the solicitors about the divorce in the interests of Stocks, and it was on the receipt of the solicitors' letter that Wheat gathered that he was divorced and married Stocks.

Wheat, after sending the solicitors £14 to cover the costs, received a letter which ran—  
"We have received your telegram, and hope to send you papers for signature within the next few days."

"This man thought he could be divorced by signing some papers. He had been told that at a local market," said Mr. Birkett.

Sir Gordon Hewart, Attorney-General, in opposing the appeal, said—  
"Divorce is a highly artificial and technical thing, and there is no room in it for reasonable belief or speculation."

"The matter should be decided once for all, because the class of defence raised in this case is constantly being put forward as a plea."

DEGREES OF LAW.  
"We should twist degrees of law to suit the different degrees of wise or foolish people if the argument in this case were to be adopted."

Mr. Justice Atory: Yes, we shall have to separate them into classes according to the standard they were in at school.

Mr. Birkett said that Wheat was an uneducated person.

Mr. Justice Atory: The belief that he was divorced is no defence, and can only be urged in mitigation of punishment. Lord Russell's case decided that.

"The question of divorce can be ascertained with mathematical precision," said Sir Gordon Hewart.

"Belief of divorce is of no avail; the fact of divorce alone will avail."

Mr. A. G. Elder, who is retiring from the Customs after nearly forty years' service, was entertained by members of Lodge Saltoun, Shanghai, of which he is a Past Master, and was presented with a silver cigar box as a token of esteem and in appreciation of his services to the Lodge.

500,000 dols. while Chicago is ready with 250,000 dols. New Orleans has still to make an offer. The Olympiad held in 1904 in St. Louis City, although officially recognised were little more than U.S. championships, the other nations standing in just a few entrants. Should America be the venue in 1924, it is thought that Australia could send in many representatives at probably a comparatively minimum of expense. For other nations, it would mean an enormous financial effort.

"Should the Olympiad of 1924 be held in Pasadena it would, this representative was told, be primarily on the understanding that this city defrayed the expenses of the competing nations. In that case, the 500,000 dols. would be only a "drop in the ocean" and if Pasadena is really very keen on being the venue, something like 2,500,000 dols. would need to be collected.

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"PYRRHUS"	3rd May	London, Amsterdam & Antwerp
"DEMODOCUS"	17th May	London, Amsterdam & Antwerp

**LIVERPOOL SERVICE**

	(Direct or via Continental Ports)	
"KT. OF THE GARTER"	21st Mar.	Genoa, M'Isles, L'pool & Glasgow
"AJAX"	19th Apr.	Genoa, M'Isles, L'pool & Glasgow
"ANTIOCHUS"	7th May	Genoa, M'Isles, L'pool & Glasgow
"TYDEUS"	22nd May	Genoa, M'Isles, L'pool & Glasgow

**PACIFIC SERVICE**

	(via Kobe and Yokohama)	
"TYNDAREUS"	6th Apr.	Victoria, Seattle and Vancouver
"PROTESILAUS"	4th May	
"TEUCER"	29th May	

**NEW YORK SERVICE**

	(via Suez or Panama)	
"LAERTES"	30th Mar.	via Suez

**HOMEWARD PASSENGER SERVICE**

"IDOMENEUS"	21st April	for Liverpool
"PYRRHUS"	3rd May	for London
"ANTIOCHUS"	21st June	for London
"TEUCER"	7th July	for Liverpool

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REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

**INWARD MAILS.**

From	FRIDAY, APRIL 1.	For
Canada, U.S.A. and Manila	Empress of Russia	
Shanghai	Szechuen	
	SATURDAY, APRIL 2.	
London (Parcel only 26th Feb.)	Antiochus	
	SUNDAY, APRIL 3.	
Japan and Shanghai	Sado Maru	
Japan	Delight	
	TUESDAY, APRIL 5.	
Japan	Tottori Maru	

**OUTWARD MAILS.**

For	THURSDAY, MARCH 31.	For	Time.
Philippine Islands	West Iris		4 p.m.
Samsui and Wuchow	Kwongyong		4 p.m.
Fort Beatty	Shuncheong		5 p.m.
Swatow, Shanghai and North China	Hangsang		5 p.m.
Japan	Shippo Maru		5 p.m.
Chefoo and Tientsin	Chipping		5 p.m.
Saigon	Hsin Ping On		5 p.m.
	FRIDAY, APRIL 1.		
Shanghai, North China and Japan	Soudan		8.30 a.m.
Shanghai, North China and Japan	Kamo Maru		9 a.m.
"Straits," Bangkok, Ceylon, Mauritius, India, Japan, and "CAPE TOWN"	Pedro Nunes		10 a.m.
Marques, and "CAPE TOWN"	Bourbon		10 a.m.
Saigon	Et. of the Garter		11 a.m.
Straits, Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"	Longgang		2 p.m.
Wenhaiwei and Chefoo	Kwangsue		2 p.m.
Philippine Islands			
Hankow			
	SATURDAY, APRIL 2.		
Hoihow, Pakhoi and Haiphong	Kailong		9 a.m.
Shanghai and North China	Suiyang		11 a.m.
Java Ports via Batavia	Tijlatsap		11 a.m.
Swatow and Bangkok	Teopoo		5 p.m.
Shanghai, North China, Japan, Honolulu, Canada, United States, Central & South America, & "EUROPE via SAN FRANCISCO"			
Letters 9.30 a.m.	Tenyo Maru		5 p.m.
Swatow, Straits and Bangkok	Changchow		5 p.m.
	SUNDAY, APRIL 3.		
Swatow, Amoy and Keelung	Kaijo Maru		9 a.m.
Swatow, Amoy and Foochow	Haijing		10 a.m.
	MONDAY, APRIL 4.		
"Straits," Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"	Nankin		
Letters 9 a.m.			
The Parcel Mail will be closed on Saturday, 2nd of April, at 2 p.m.			
Straits, Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"			
Letters 9.30 a.m.	Sado Maru		3 p.m.
Wenhaiwei, Chefoo and Tientsin	Kweichow		3 p.m.
	TUESDAY, APRIL 5.		
Swatow and Bangkok	Kanchow		9 a.m.
Straits, Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"			
Letters 9.30 a.m.	Ningchow		
Amoy, Shanghai and North China	Szechuen		11 a.m.
Swatow	Haijing		11 a.m.
Straits, Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"	Changchow		3 p.m.
Letters 9.30 a.m.			
The Parcel Mail will be closed on Monday, 4th April, at 4 p.m.			
Amoy, Shanghai and North China	Szechuen		11 a.m.
Swatow	Haijing		11 a.m.
Straits, Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"	Changchow		3 p.m.
Letters 9.30 a.m.			
The Parcel Mail will be closed on Thursday, 14th April, at 5 p.m.			

**WEDNESDAY, APRIL 6.**

Hoihow and Haiphong	Lohsang	8 a.m.
Swatow, Shanghai and North China	Wingang	5 p.m.

**THURSDAY, APRIL 7.**

Shanghai and North China	Sunning	11 a.m.
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**MONDAY, APRIL 11.**

Shanghai, North China and Japan	Fooksang	11 a.m.
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**FRIDAY, APRIL 15.**

Straits, Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"		
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Swatow, Shanghai and North China	Wingang	5 p.m.

**THURSDAY, APRIL 7.**

Shanghai and North China	Sunning	11 a.m.
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**MONDAY, APRIL 11.**

Shanghai, North China and Japan	Fooksang	11 a.m.
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**FRIDAY, APRIL 15.**

Straits, Bangkok, Ceylon, Mauritius, India, Japan, and "EUROPE via Marseilles"		
Letters 9.30 a.m.		
The Parcel Mail will be closed on Thursday, 14th April, at 5 p.m.		

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